



# California High-Speed Train Alignments & Stations Screening Evaluation Summary



## Bakersfield-to-Los Angeles Corridor

*Authority Board Meeting – San Jose  
August 1, 2001*



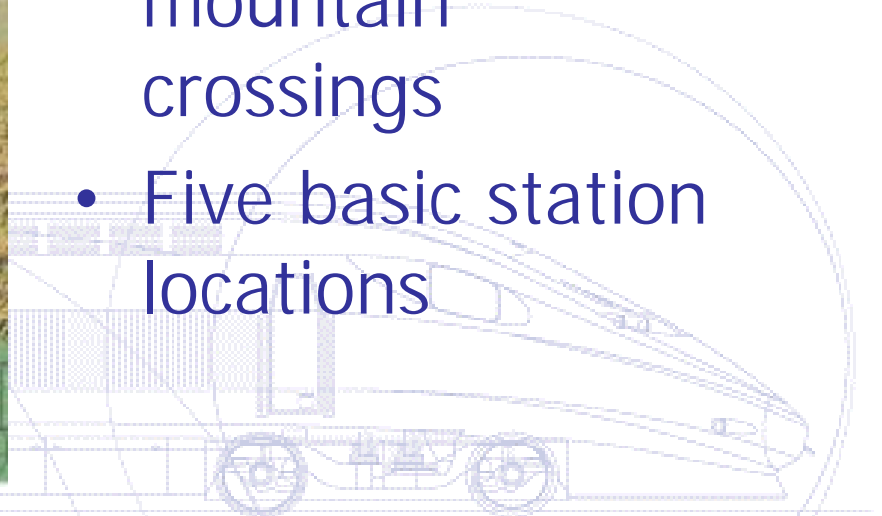
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# Corridor Overview

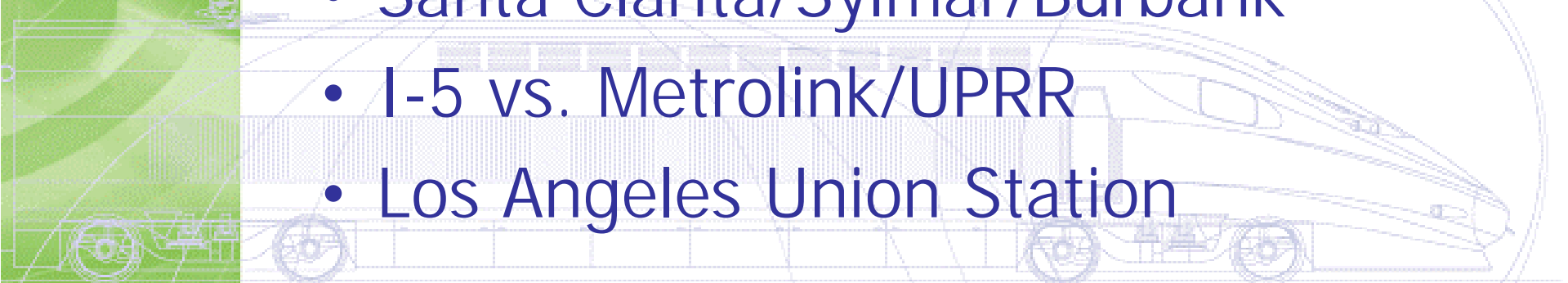


- Two segments
  - Bakersfield to Sylmar
  - Sylmar to Los Angeles Union Station
- Three alternative mountain crossings
- Five basic station locations



# Corridor Overview

- Antelope Valley vs. I-5 Route
  - Travel time vs. service to growing area, route length and cost
- Aqueduct Variation
- Tunneling:
  - Costs, fault crossings and environmental impact
- Santa Clarita/Sylmar/Burbank
- I-5 vs. Metrolink/UPRR
- Los Angeles Union Station



# Bakersfield-to-Sylmar



- Alignments
  - I-5
  - SR-58
  - Aqueduct
    - Parallel to Aqueduct
    - SR-138
- SR-14 or Soledad Canyon
- 2.5% and 3.5% Grade Variants





# Alignment & Station Evaluation

- Original Aqueduct Route
  - Parallels fault
  - New development



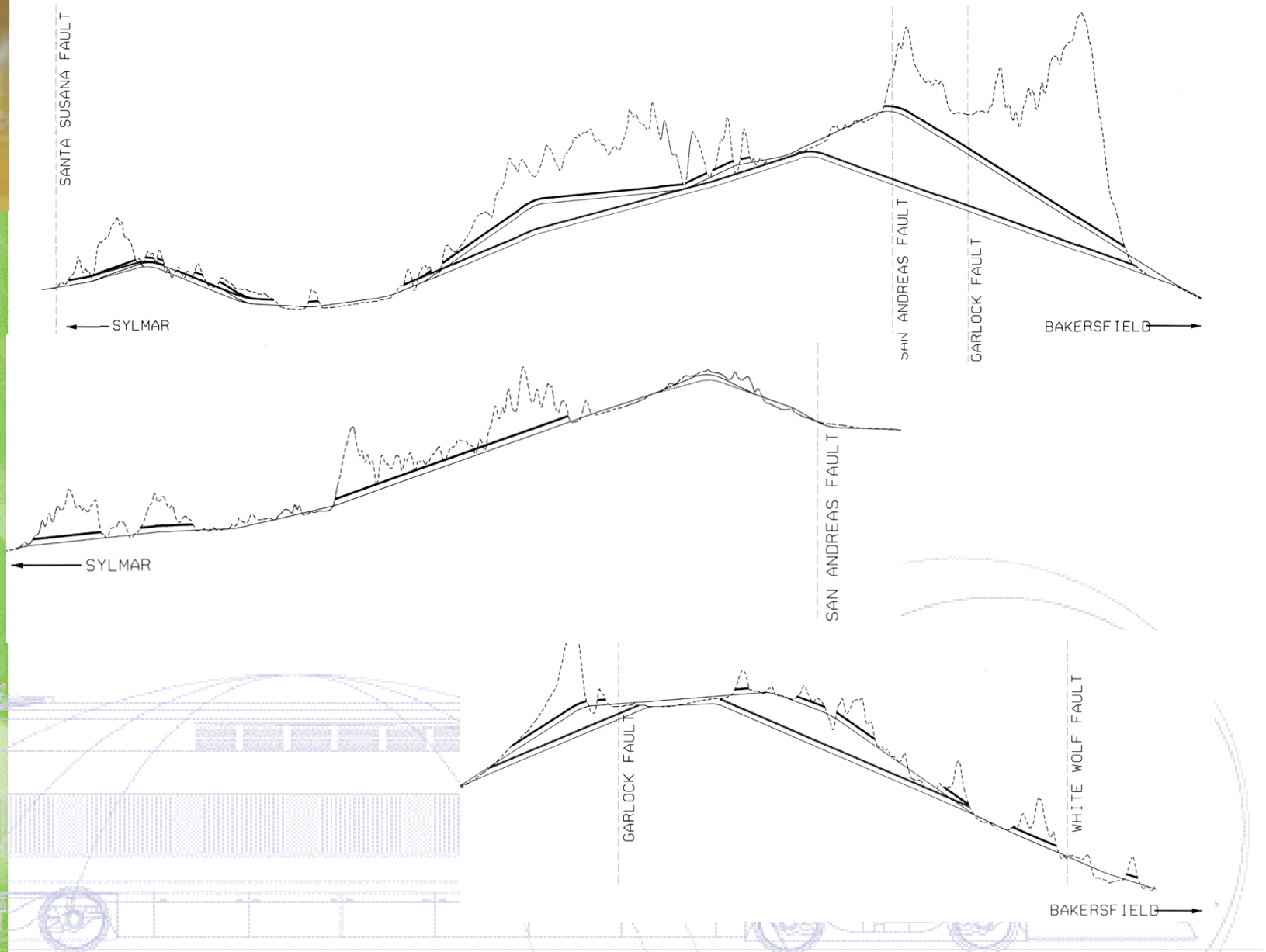
- SR-138
  - Avoids paralleling fault
  - Straight, flat, undeveloped rural area



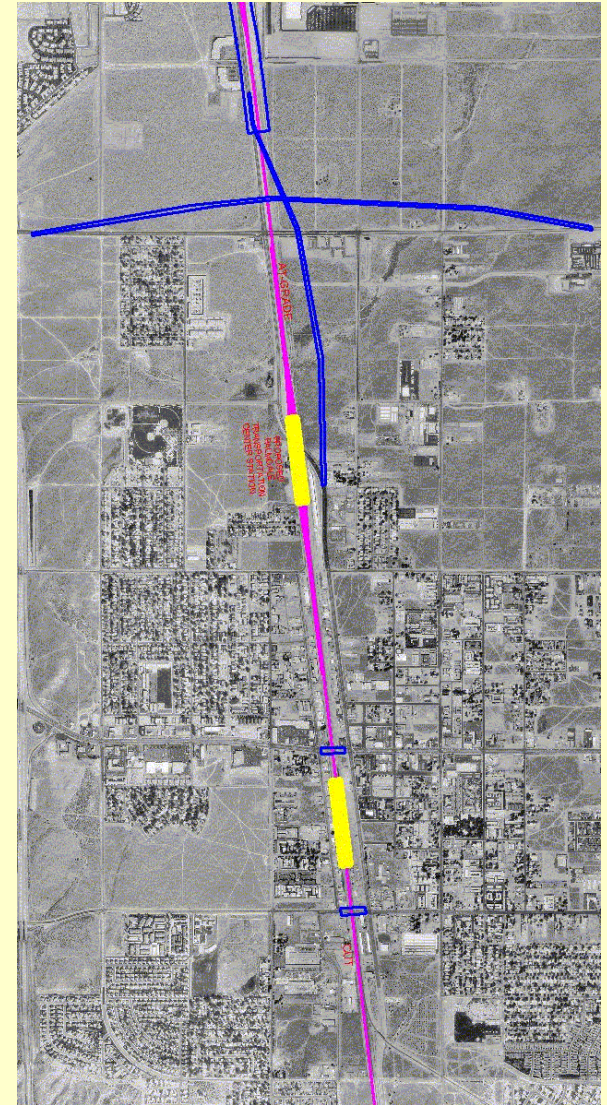
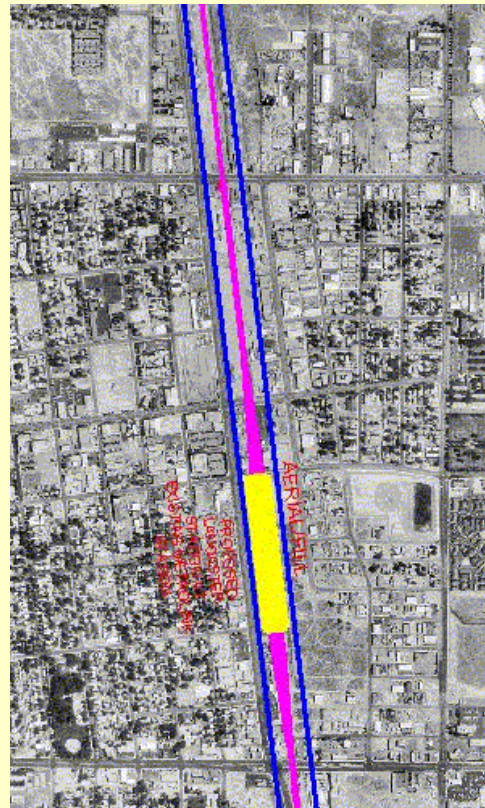


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# Alignment & Station Evaluation



# Antelope Valley Station Options





# Santa Clarita I-5 Station Options

